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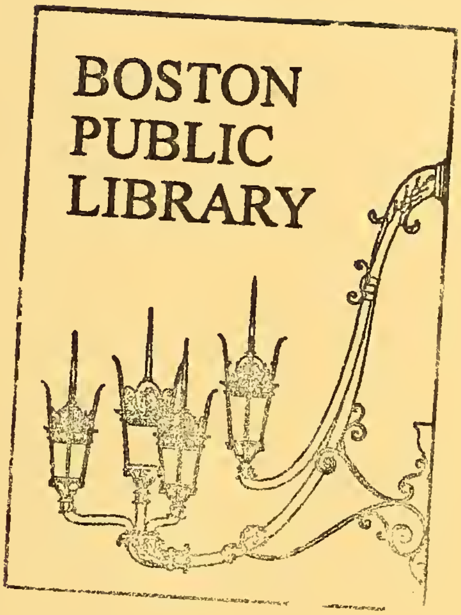

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BOSTON'S SOUTHWEST CORRIDOR DEVELOPMENT POTENTIAL; ANALYSIS AND PROJECTION OF THE SOCIAL AND ECONOMIC IMPACT

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INTRODUCTION

Boston's Southwest Corridor, once the proposed site of Interstate 95 and the Inner Belt offers a unique set of choices and constraints for Boston's planning and development efforts over the next ten years. Consisting of some 175 acres of mostly cleared land, the Corridor extends along the Penn Central railroad line from Ruggles Street in Roxbury to the Hyde Park-Dedham Line passing through, or adjacent to the communities of Roxbury, the South End, Roslindale and Hyde Park (See Map I).

When highway construction within Route 128 was halted in 1970 at the behest of the Governor and the Mayor, a metropolitan regional task force, the Boston Transportation Planning Review was directed to prepare transit and highway alternatives (Map II), to involve local communities in the planning process, and to consider new uses for the over 100 acres of land which had already been acquired and cleared by the State Department of Public Works. Hundreds of neighborhood meetings were held at which community groups made suggestions on transit facilities, street alignments and the most suitable development for their neighborhood.

The Governor, with the concurrence of the Mayor, appointed a Southwest Corridor Development Coordinator to plan the future development of the area, together with the communities involved. The Boston Redevelopment Authority was requested by the Development Coordinator to prepare an analysis of the potential social and economic impact of land use development proposals for the Southwest Corridor. The analysis here presented is based on development proposals of community groups and represents a preliminary assessment of the potential effects of redevelopment.

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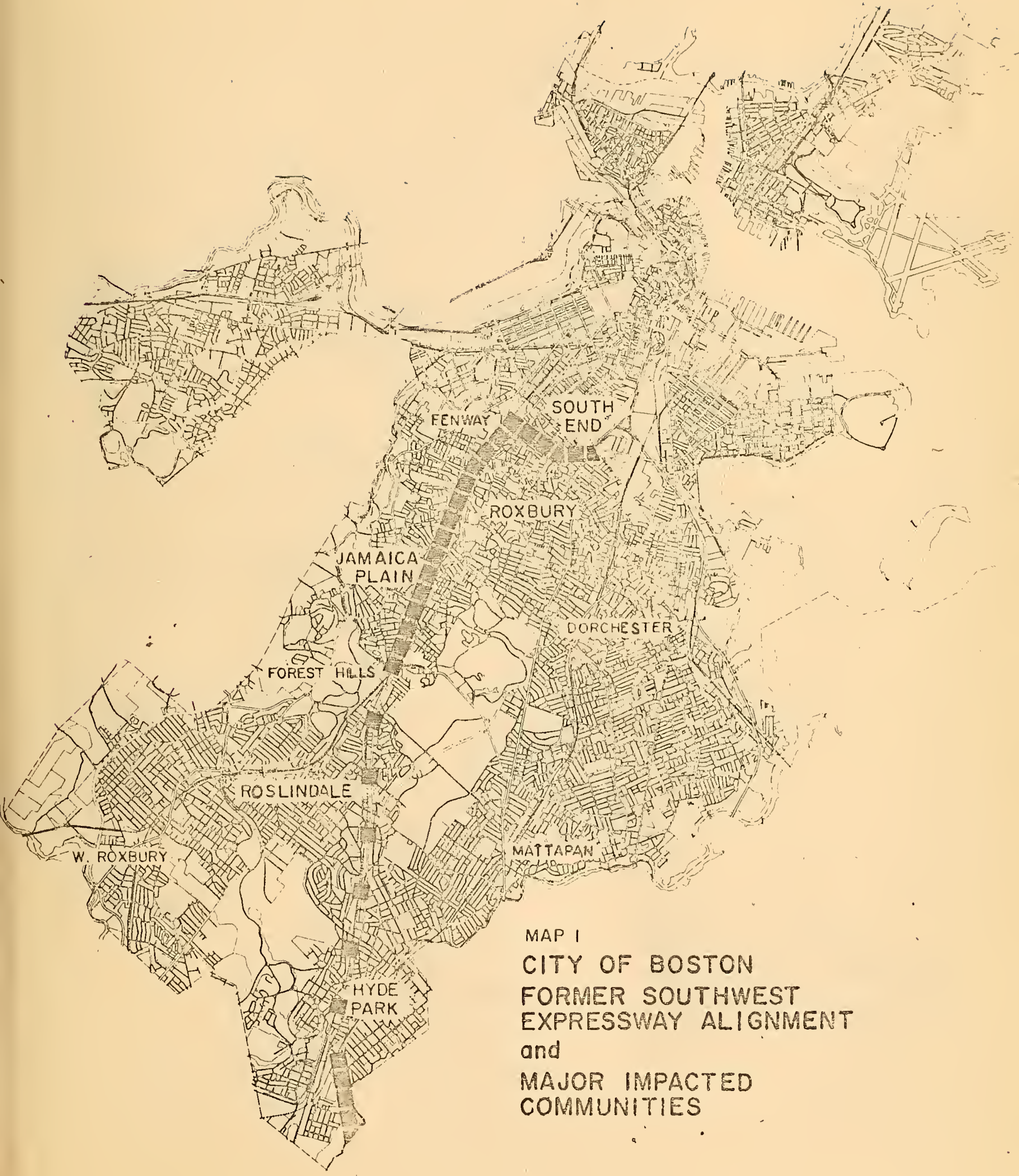
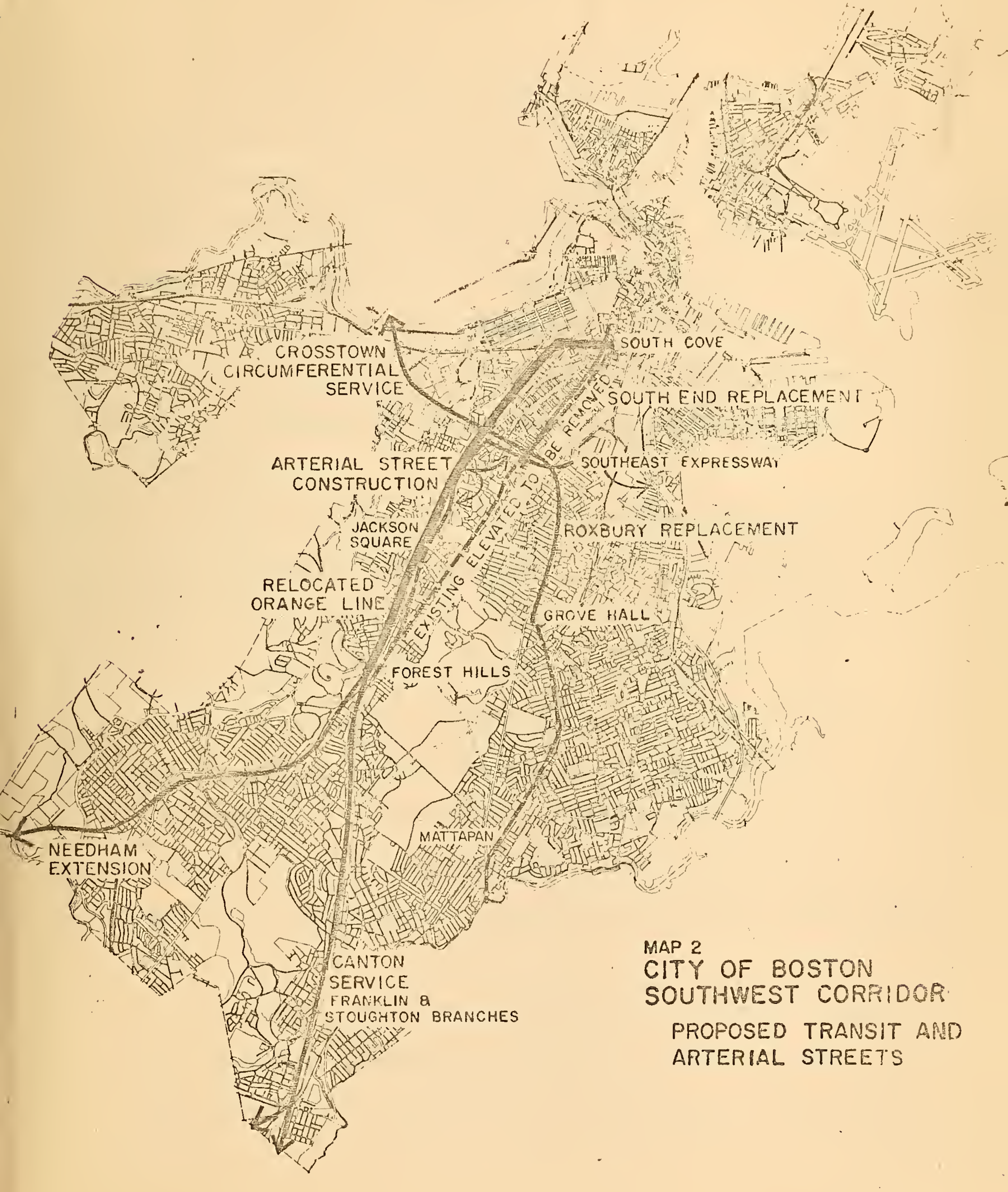


MAP I

CITY OF BOSTON
FORMER SOUTHWEST EXPRESSWAY ALIGNMENT
and
MAJOR IMPACTED COMMUNITIES



MAP 2
CITY OF BOSTON
SOUTHWEST CORRIDOR
PROPOSED TRANSIT AND
ARTERIAL STREETS

CONCLUSIONS

This impact analysis provides information on the development potential for the Southwest Corridor in terms of population, residential and commercial development, jobs and wages, tax revenues and public and private development in surrounding areas. Dividing the Corridor into North and South of Forest Hills components with an Arterial Street - No Arterial Street option, the analysis presents a range of estimates of the anticipated possible impact of development.

Projections were made for each of the neighborhoods affected, Roxbury (Washington Park-Model Cities), Jamaica Plain, Roslindale and Hyde Park. They were then grouped into the following categories: North of Forest Hills; South of Forest Hills; North and South of Forest Hills. A specific use for each of the land parcels was estimated as being most probable, or most desirable, and from this projections were made of the construction costs and jobs and revenues that would be generated, in accordance with a set of specified assumptions.

If properly developed, the Southwest Corridor will provide excellent opportunities for housing, jobs, new open space and transportation facilities that will upgrade and maintain

existing neighborhoods. Potential investment in the Corridor approaches $550 million with the major share ($460 million) in transportation projects. See Tables 1 and 2. Although there is as yet little private development planned in the area immediately adjacent to the Corridor, this lag may be attributed to uncertainty over the building or non-building of the highway. The City, however, has programmed some $115 million in capital improvements adjacent to the Corridor to upgrade the neighborhoods and which could stimulate investor confidence. (See pages 21 and 22.)

In the larger neighborhoods which encompass the Southwest Corridor, planned private investment totals nearly $1 billion, excluding the Corridor. Altogether, projected investment in Corridor Planning Districts totals $1.5 billion.

In the Corridor 19,000 jobs in the construction phase will generate nearly $245 million in wages with 85% in transportation projects. Permanent jobs could reach 2,400 and generate some $32 million in annual wages. Corridor development can furnish nearly 1,300 units of housing that can be viewed as replacement housing offering additional housing opportunities in overcrowded areas like Roxbury, or providing needed elderly housing in Hyde Park and Roslindale.

Table 1

SUMMARY ASPECTS OF THE POTENTIAL SOCIAL AND ECONOMIC IMPACT OF SOUTHWEST CORRIDOR DEVELOPMENT

	Millions of Dollars
Investment, Total	$542.9
Public	474.8
Private	68.2
Construction Jobs	18,750
Permanent Jobs	2,358
Retail Sales	$ 17.5
Population	3,181
Tax Revenue Generated	
City	$ 4.6
State	$ 1.8
Related Planned Investment	
Area Immediately Adjacent to Corridor	$114.6
Neighborhoods Surrounding Corridor	$939.4

Source: See Table 2.

Tax revenue generated from Corridor development would also be substantial with the City receiving nearly $4.5 million in property taxes. State tax revenue would be in the vicinity of $1.8 million.

Some 84 percent of Corridor redevelopment will occur North of Forest Hills (Roxbury and Jamaica Plain) which was broken down on an arterial street-no arterial street option. Development here will be new construction rather than rehabilitation and provide new housing, job opportunities and new industrial and economic development. While the road option provided for nearly 100 additional housing units because of parcel configuration, the amount of open space was considerably smaller. Industrial and commercial space would also be smaller with an arterial street option. See Table 3.

Transportation-related construction projects will have the greatest job impact in the Corridor as a whole, with some 14,000 jobs or 87% of the Corridor total occurring North of Forest Hills. The number of available construction jobs in Roxbury-Jamaica Plain can have significant economic impact on those neighborhoods if efforts are made to employ neighborhood residents and minority groups.

During the construction phase of the project, estimated at 8-10 years, over 200 million in wages would be paid for projects north of Forest Hills. Permanent wages resulting from jobs created by new industrial and commercial development are estimated at $27 million annually. Upon completion of construction, some $3.8 million a year in new City tax revenues would be realized. While some of this is offset by the cost of providing City services to the area, these tax revenues represent money lost while the land lies idle.

Some new construction is programmed for Corridor development south of Forest Hills in Roslindale and Hyde Park, but major emphasis will be on rehabilitation of housing stock previously acquired by the DPW. New residential construction will be primarily for the elderly. Industrial development will probably be expansion to existing facilities rather than a complete new facility.

As in the area north of Forest Hills, transportation projects provide the most jobs. Some 2,400 jobs will be provided in making improvements to commuter service south of Forest Hills to the Dedham line. These jobs will provide some $71 million in wages out of a total $85 million in construction

wages for the area. Permanent wages in the area resulting from new development total nearly $5 million. See Table 4.

These projections indicate that redevelopment of the Southwest Corridor will have significant economic impact on the neighborhoods adjacent to the Corridor. Development of commercial and office space can provide a certain number of white collar and semi-skilled jobs, while construction of industrial facilities will bring back some of the previously lost blue collar jobs. Plans for new transportation facilities and city capital improvements will provide a basic public sector stimulus for future private sector development.

ASSUMPTIONS

In compiling the impact analysis for the Southwest Corridor, a particular use was assigned each of the parcels. Many of the parcels are small or irregularly shaped or have difficult access and limited development potential because of site characteristics. Despite this, major developmental opportunities exist in the neighborhoods impacted by the Corridor. Uses were assigned to each parcel, not as the only way it could be developed, but rather to determine the impact of the redeveloped Southwest Corridor in terms of jobs, population and housing.

The greatest development potential for Corridor lands exists in Roxbury which contains 58 of the 80 odd acres available for corridor redevelopment north of Forest Hills, This includes almost all the proposed open space, 40 percent of the proposed housing and 58 percent of the industrial development. See Table 5.

In Roxbury new residential development totalling 595 units was planned on three sites. The largest of these, near Jackson Square, was estimated to contain 400 units; 300 one-bedroom and 100 two-bedroom units. In addition, some 23 units were planned for rehabilitation.

Major industrial development was planned in Roxbury near Southampton Street and the Southeast Expressway. Some commercial development was included in the proposed transit stations. Major new commercial areas could be constructed at the intersection of Washington Street and the proposed arterial street and circumferential transit line.

A second major development opportunity occurs near Jackson Square in Roxbury immediately adjacent to transit stations for the relocated Orange Line and the proposed circumferential transit line. Planned development could include a mixture of housing, commercial and institutional uses as well as a 300-room hotel.

In Jamaica Plain some 500 housing units could be developed. Opportunities also exist for expansion of existing industrial firms, as well as new industrial and commercial development. The analysis contains a proposed Jamaica Plain High School that might be built near Washington Street and the relocated Orange Line if some additional parcels were acquired. Parking adjacent to some of the transit stations has also been included as a proposed use. See Table 6.

In both Hyde Park and Roslindale, development opportunities were more limited because land takings were not as extensive. Although emphasis will be on the rehabilitation of housing previously acquired by the State DPW, a major shopping area with parking was proposed for the Forest Hills area of Roslindale. One of the Hyde Park parcels was assumed to have a branch library. Only a small amount of space (54,000 square feet) was allocated for park redevelopment in Hyde Park and Roslindale, because unlike Roxbury and Jamaica Plain, open space needs are not as critical. See Tables 7 and 8.

METHODOLOGY

In compiling estimates for construction and development costs, population and wages, the following methodology was applied.

I. Development Potential

Housing-Population

Whenever possible, the existing number of residential units to be rehabilitated was counted and estimated as having an average fix-up cost of $10,000 per unit. Because no breakdown was made of the type of housing to be built as being low or moderate, a median cost range of $35,000 per dwelling unit was used.

Housing density was estimated at roughly 35-40 dwelling units per acre in Roxbury-Jamaica Plain and 35 dwelling units per acre for Roslindale and Hyde Park. To estimate population, it was assumed that household size would be 1.5 persons in housing for the elderly and 2.6 persons in all other units.

Industrial Development

In determining square footage of buildings on industrial parcels a 50% site coverage was assumed. In cases of additions to existing industries, the actual size of the proposed addition was used. In both cases, construction costs were estimated at $15 a square foot.

Commercial-Retail

Commercial-retail space was estimated as occupying roughly one third of the parcel size. Some 5,000 square feet each of commercial space was included in several of the proposed transit stations. New commercial-retail construction was estimated at $35 a square foot with rehab estimated at $20 a square foot.

Institutional

Cost estimates for the proposed school and library were based on the Public Facilities Department's cost figures for a high school and library. The West Roxbury High School now under construction will cost approximately $15 million and this figure was used in estimating the cost of a proposed high school in the corridor North of Forest Hills. The $1.8 million figure for the new Roxbury Library was used as the cost for a proposed library in the Hyde Park Corridor.

Open Space/Recreational

Open Space-Recreational development costs can vary considerably depending on the intensity of development. Because no specific types of recreational uses were proposed for the planned open space in the Southwest Corridor an average development cost of $1.25 a square foot was used.

Other:

Other development costs assignable to Southwest Corridor development include parking facilities adjacent to some of the transit stations, and a hotel. The number of parking spaces was estimated by dividing the total amount of square feet available by 350 square feet (the amount required for a parking space). A cost factor of $700 per space for surface parking was then applied. The planned hotel was assumed to contain 300 rooms with a per room construction cost of $25,000.

In determining total investment costs in each of these areas, an allowance was made for public infrastructure costs such as streets and lights and water and sewer lines. This was assumed to be 15% of residential construction costs and 10% of all other construction costs.

II. Economic Impact

In determining wages during the construction period, 45% of the total cost in each of the categories was allocated to wages. Construction wages were estimated at $13,000 per worker.

Residential

Wages for new Corridor residents North of Forest Hills were calculated at $8,000 per household. It was assumed that wages in Roxbury-Model Cities would rise to that level from the

$6,582 median family income reported in the 1970 census. While both Roslindale and Hyde Park had 1970 median incomes of $10,000, the average household income in the Corridor was estimated at $8,000 because of the larger proportion of planned housing units for the elderly.

Industrial

Dividing the amount of developed industrial space by 400 square feet (average space needed per worker) yielded the number of estimated permanent employees. Industrial wages averaged $10,000 annually.

Commercial-Retail

In the commercial/retail sector the average annual wage was estimated at $7,500. Applying a coefficient of $70 per square foot to the amount of developed commercial-retail space yielded annual sales. Total commercial-retail wages were estimated by assuming that total employee compensation will be the same percentage of total output (.421) as is reported in the national Input-Output study conducted in 1963 by the U.S. Department of Commerce, Office of Business Economics*. Total wages divided by $7,500 annual salary yielded the number of commercial/retail jobs.

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* Albert J. Walderhaug, "The Composition of Value Added in the 1963 Input-Output Study", Survey of Current Business, Washington, D.C., April 1973.

Institutional

North of Forest Hills some 50 jobs at an average annual salary of $10,000 were estimated if a 1,000 seat high school were built for Jamaica Plain. A proposed public library south of Forest Hills would employ ten people at an average annual salary of $8,000.

Open Space/Recreational

The equivalent of two full-time employees was projected as required in caring for newly developed open space. Annual wages were $7,500.

Other

Other proposed development in the Southwest Corridor includes a 300-room hotel employing 42 people at an average annual salary of $7,000.

III. Tax Revenue Generated

City

An assessment sales ratio of .3 was used to determine the assessed value of residential property in the Corridor. Property taxes were estimated by multiplying the assessed value by the current city tax rate of $196.70 per thousand. Except for an assessment sales ratio of .4 the same formula was applied to determine property tax revenues in the industrial and commercial-retail sectors.

State

Each of the employment categories is subject to a 5% state income tax. In estimating other taxes, it was assumed that all establishments in the industrial and commercial-retail sectors would be subject to the State corporate excise tax. In actuality, some may be small firms not subject to the tax.

Industrial

In addition to the 5% state tax on earnings, the industrial sector is subject to an 8% corporate excise tax. This tax was estimated by first determining the total output.

Using the estimated total wages in the industrial sector, it was assumed that total wages were the same percentage of total output (.244) as is reported in the previously cited Input-Output Study. From this ratio total output was calculated. It was further assumed that a) taxable returns or net income of these firms will average about 8%; and b) that this return will be subject to an effective State business tax rate averaging 8%.

Commercial/Retail

The commercial-retail sector yields three sources of revenue: 1) the 5% state income tax; 2) the 3% sales tax; 3) an 8% corporate excise tax. As mentioned earlier, annual sales of $70 per square foot were assumed. A coefficient of .08 was

used to determine taxable return. The corporate excise tax was then applied in estimating the business tax.

Development Immediately Adjacent to the Corridor

Listed on the following pages are proposed ten-year public facilities capital improvements in the areas immediately adjacent to the Southwest Corridor. The list includes those projects within one-half mile of either side of the Corridor in the South End, Roxbury (Washington Park-Model Cities), Jamaica Plain, Roslindale and Hyde Park. Information on private development immediately adjacent to the Corridor was not available.

Development in Larger Area Surrounding Corridor

Development potential in the planning districts or neighborhoods affected by the Southwest Corridor was taken from the BRA study, Boston's Development Prospects; Commitment to the City's Future-Report of a Survey of Capital Investment Projects and Programs, Public and Private, Underway, Planned and Proposed, January 1973.

Public Development in Surrounding Area of Southwest Corridor

South End

Institutional	
Carta School	$13,700,000
	$13,700,000

Recreation-Open Space	
Derby Park (Washington&Ball Sts.)	$500,000
Union Methodist Park	$268,000
Windsor St Open Space	$ 25,000
	$793,000

Total South End
$14,493,000

Jamaica Plain

Institutional	
Wyman Bowditch School	$11,000,000
Tobin Municipal Bldg Renovation	$100,000
Mission Hill Recreation Center	$250,000
	$11,350,000

Recreation-Open Spaces	
Arnold Arboretum	$ 80,000
Beecher St. Play Area	$ 40,000
Heath Square (New Heath&Parker)	$ 10,000
Mozart St. Play Area	$ 50,000
Mission Hill Playground	$125,000
	$305,000

Total Jamaica Plain
$11,655,000

Washington Park-Model Cities

Institutional	
Campus High	$39,200,000
Dudley St Fire St,	$ 1,100,000
Lower Roxbury Elementary	$11,000,000
Dickeman School Replacement	$11,000,000
Family Life Center(Brookside Ave)	$ 1,500,000
Kittredge Square Recreation Center	$ 550,000
Orchard Park Recreation Center	$ 300,000
900 Mass Ave Fire Station Renovation	$ 70,000
Dudley Street Library	$ 1,800,000
	$66,520,000

Recreation-Open Spaces	
Brookside Ave Playground	$ 50,000
Conolly Playground	$300,000
Highland Park	$250,000
Kittredge Square	$ 25,000
Orchard Park Playground	$ 50,000
	$675,000

Total Washington Park-Model Cities
$67,195,000

Roslindale

Institutional	
Roslindale High Renovation	$6,000,000
Irving Jr. High Renovation&Activation	$6,000,000
Archdale Recreation Center	$ 250,000
Forest Hills Police Station	$2,400,000
Court House Renovation	$ 250,000
	$14,900,000

Recreation-Open Space	
Healy Field	$185,000
Parkman Playground	$155,000
	$340,000

Total Roslindale $15,240,000

Hyde Park

Institutional

Municipal Bldg. Renovation	$ 150,000
High School Renovation	$6,000,000
	$6,150,000

Recreation-Open Spaces

Amat Playground	$140,000
Readvil Playground	$210,000
Wolcott Square	$ 2,000
	$352,000

Total Hyde Park

$6,502,000

North of Forest Hills

Institutional
$91,570,000

Recreation-Open Spaces
$1,773,000

South Of Forest Hills

Institutional
$21,050,000

Recreation-Open Spaces
$ 692,000

District Total

Institutional
$112,620,000

Recreation-Open Spaces
$2,465,000

Total
$115,085,000

Table 2
IMPACT ANALYSIS
SOUTHWEST CORRIDOR DEVELOPMENT POTENTIAL
NORTH AND SOUTH OF FOREST HILLS-ARTERIAL STREET-NO ARTERIAL STREET RANGE

Land Use Type / Development Potential	Residential	Industrial	Commercial/ Retail	Institutional[e]	Open Space/ Recreational	Transportation[g]	Other[f]	Total
Land Area								
Square Feet (000's)	1,675-1579	862-988	591-624	315-372	903-1,143	7,311-6,881	285-287	11,942-11,865
Acres	38.5-36.1	19.8-22.7	13.6-14.4	7.2-8.5	20.8-26.7	167.8-158.0	6.5-6.6	274.2-273.0
Developed Space								
Square Feet (000's)	1,306-1,211	487-507	250-260	15-70	903-1,143	-	285-287	3,165-3,397
Dwelling Units	1,306-1,211	-	-	-	-	-	-	1,306-1,211
Hotel Rooms	-	-	-	-	-	-	300	300
Parking Spaces	-	-	-	-	-	-	-	351-355
Investment (000's)								
Total	$52,014-48,190	8,028-8,366	8,965-9,350	1,800-16,800	1,129-1,429	463,305-447,705	7,746-7,749	542,987-539,590
Public	$ 6,784-6,285	730-761	815-850	1,800-16,800	1,129-1,429	463,305-447,705	246-249	474,809-474,080
Private	$45,230-41,905	7,298-7,605	8,150-8,500	-	-	-	7,500-7,500	68,178-65,510
Economic Impact								
Construction Phase								
Jobs[a]	1,803-1,670	278-290	263-271	62-581	39-49	16,037-15,497	268-268	18,750-18,626
Wages (000's)	$23,406-21,685	3,612-3,764	4,033-4,207	810-7,560	508-644	208,487-201,467	3,486-3,487	244,342-244,724
Permanent								
Jobs[b]	-	1,218-1,267	982-1,021	10-60	4	100	44	2,358-2,496
Wages (000's)	$10,448-9,688	12,180-12,670	7,368-7,662	80-580	30-30	1,300-1,300	309-309	31,715-32,239
Retail Sales (000's)	-	-	$17,500-18,200	-	-	-	-	17,500-18,200
Population	3,181-2,935	-	-	-	-	-	-	3,181-2,935
Tax Revenues Generated (000's)								
City	$2,669-2,473	574-598	642-669	-	-	-	669	4,554-4,409
State	$ 522-484	180-183	1,005-1,045	4-33	1.75-1.75	64	16	1,792.75-1,826.75
Development in Area Immediately Adjacent to Corridor[c] (000's)								
Total	-	-	-	$112,120	2,465	-	-	114,585
Public	-	-	-	$112,120	2,465	-	-	114,585
Private	-	-	-	-	-	-	-	-
Development in Larger Area Surrounding Corridor[d] (000's)								
Total	$248,270	563	2,390	549,172	27,742	57,332	53,915	939,384
Public	-	-	-	357,224	27,742	57,332	53,875	496,173
Private	$248,270	563	2,390	191,948	-	-	40	443,211

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[a] Man-years

[b] Permanent positions

[c] Includes projects within one-half mile on either side of Corridor, North and South of Forest Hills.

[d] Includes following BRA Planning Districts: South End, Washington Park, Model Cities, Jamaica Plain, Hyde Park and Roslindale

[e] Includes the school, fire and police, library, hospital facilities and public building components of the City's ten-year Capital Facilities Program. The two largest program projects are the Campus High School and Boston City Hospital.

[f] Includes programmed urban renewal site improvements, infrastructure expenditures, 3-year water and sewer and municipal parking.

[g] Includes rail bed to Route 128.

Table 3

IMPACT ANALYSIS
SOUTHWEST CORRIDOR DEVELOPMENT POTENTIAL
NORTH OF FOREST HILLS - ARTERIAL STREET - NO ARTERIAL STREET RANGE

Development Potential / Land Use Type	Residential	Industrial	Commercial/ Retail	Institutional[e]	Open Space/ Recreational	Transportation	Other[f]	Total
Land Area								
Square Feet (000's)	1,041 - 936	732 - 858	439 - 472	206 - 263	849 - 1,089	-	241 - 243	3,508 - 3,861
Acres	23.9 - 21.5	16.8 - 19.7	10.1 - 10.9	4.7 - 6.0	19.5 - 25.4	-	5.5 - 5.6	80.5 - 89.1
Developed Space								
Square Feet (000's)	1,053 - 958	437 - 457	212 - 222	0 - 5.5	849 - 1,089	-	160 - 162	2,711 2,943
Dwelling Units	1,053 - 958	-	-	-	-	-	300 rooms	300
Hotel Rooms	-	-	-	-	-	-	226 - 230	226 - 230
Parking Spaces								
Investment (000's)								
Total	$42,314 - 38,490	7,203 - 7,541	7,502 - 7,837	0 - 15,000	1,061 - 1,362	392,200 - 376,600	7,658 - 7,661	457,938 - 454,541
Public	5,519 - 5,020	655 - 686	682 - 717	0 - 15,000	1,061 - 1,362	392,200 - 376,600	158 - 161	400,275 - 399,546
Private	36,795 - 33,470	6,548 - 6,855	6,820 - 7,170	-	-	-	7,500	57,663 - 54,995
Economic Impact								
Construction Phase								
Jobs[a]	1,465 - 1,332	249 - 261	260 - 273	0 - 519	37 - 47	13,576 - 13,036	265 - 265	16,371 - 15,734
Wages (000's)	19,041 - 17,320	3,241 - 3,393	3,375 - 3,549	0 - 6,750	477 - 613	176,490 - 169,470	3,446 - 3,447	206,070 - 204,542
Permanent								
Jobs[b]	-	1,093 - 1,142	833 - 872	0 - 50	2	75	42	2,045 - 2,183
Wages (000's)	8,424 - 7,664	10,930 - 11,420	6,248 - 6,542	0 - 500	15	975	294	26,886 - 27,410
Retail Sales (000's)	-	-	14,840 - 15,540	-	-	-	-	14,840 - 15,540
Population	2,731 - 2,485	-	-	-	-	-	-	2,731 - 2,485
Tax Revenues Generated (000's)								
City	2,171 - 1,975	515 - 539	537 - 564	-	-	-	669 - 669	3.892 - 3,747
State	421 - 383	648-- 681	852 - 892	0 - 25	.75		15	1,984 - 2,044.75
Development in Area Immediately Adjacent to Corridor[c] (000's)								
Total	-	-	-	$91,570	$1,773	-	-	
Public	-	-	-	$91,570	$1,773	-	-	93,343
Private	-	-	-	-	-	-	-	93,343
Development in Larger Area Surrounding Corridor[d] (000's)								
Total	191,870	563	2,390	433,390	24,372	51,148	53,915	757,648
Public	-	-	-	280,424[e]	24,372	51,148	53,875	409,819
Private	191,870	563	2,390	152,966	-	-	40	347,629

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[a] Man-years

[b] Permanent positions

[c] Includes projects within one-half mile on either side of Corridor, North of Forest Hills

[d] Includes following BRA Planning Districts: South End, Washington Park, Model Cities, Jamaica Plain.

[e] Includes the school, fire and police, library and hospital facilities and public buildings, components of the City's ten-year capital facilities program. The two largest projects in this program in the areas north of Forset Hills are Campus High and Boston City Hospital.

[f] Includes programmed urban renewal site improvements, infrastructure expenditures, 3 yr. sewer and water, and municipal parking

Table 4
IMPACT ANALYSIS
SOUTHWEST CORRIDOR DEVELOPMENT POTENTIAL
SOUTH OF FOREST HILLS

Land Use Type / Development Potential	Residential	Industrial	Commercial/ Retail	Institutional[e]	Open Space/ Recreational	Transportation	Other[f]	Total
Land Area								
Square Feet (000's)	634	130	152	109	54	-	44	1,123
Acres	14.6	3.0	3.5	2.5	1.3	-	1.0	25.9
Developed Space								
Square Feet (000's)	253	50	38	15	54	-	44	454
Dwelling Units	253	-	-	-	-	-	-	253
Hotel Rooms	-	-	-	-	-	-	-	-
Parking Spaces	-	-	-	-	-	-	125	125
Investment (000's)								
Total	$9,700	$825	$1,463	$1,800	$68	$71,105	$88	$85,049
Public	$1,265	75	133	1,800	68	$71,105	$88	$74,534
Private	$8,435	750	1,330	-	-	-	-	$10,515
Economic-Demographic Impact								
Construction Phase								
Jobs[a]	338	29	51	62	2	2,461	3	2,946
Wages (000's)	$4,365	$371	$ 658	$ 810	$31	$31,997	$40	38,272
Permanent								
Jobs[b]	-	125	149	10	2	25	2	313
Wages (000's)	$2,024	$1,250	$1,120	80	15	325	15	4,829
Retail Sales (000's)	-	-	2,660	-	-	-	-	2,660
Population	450	-	-	-	-	-	-	450
Tax Revenues Generated (000's)								
City	$ 498	$ 59	$ 105	-	-	-	-	$662
State	$ 101	$ 96	$ 153	$ 4	$ 1	$ 16	$1	$372
Development in Area Immediately Adjacent to Corridor[c] (000's)								
Total	-	-	-	$20,550	$692	-	-	$21,242
Public	-	-	-	$20,550	$692	-	-	$21,242
Private	-	-	-	-	-	-	-	-
Development in Larger Area Surrounding Corridor[d] (000's)								
Total	$56,400	-	-	$115,782	$3,370	$6,184	-	$181,736
Public	-	-	-	76,800	3,370	6,184	-	86,354
Private	56,400	-	-	38,982	-	-	-	95,382

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[a] Man-years

[b] Permanent positions

[c] Includes projects within one-half mile on either side of Corridor, South of Forest Hills.

[d] Includes following BRA Planning Districts: Hyde Park and Roslindale.

[e] Included in this institutional development are the school, fire, police, library and hospital facilities and public buildings components of Boston's ten-year capital facilities program.

[f] Includes programmed urban renewal site improvements, infrastructure expenditures, 3-year water and sewer and municipal parking.

ROXBURY

SOUTHWEST CORRIDOR DEVELOPMENT POTENTIAL

Development Potential / Land Use Type	Residential	Industrial	Commercial/ Retail	Institutional	Open Space/ Recreational	Transportation	Other	Total
Land Area								
Square Feet (000's)	526	570	204	206	849	NA	162	2,517
Acres	12.1	13.1	4.7	4.7	19.5	NA	3.7	57.8
Developed Space								
Square Feet (000's)	618	352	122	-	849	NA	81	2,022
Dwelling Units	618	-	-	-	-	-	-	618
Hotel Rooms	-	-	-	-	-	-	300	300
Parking Spaces	-	-	-	-	-	-	-	-
Investment (000's)								
Total	$24,805	5,808	4,037	-	1,061	301,900-294,100*	7,500	345,111-337,311*
Public	$ 3,235	528	367	-	1,061	301,900-294,100	-	307,091-299,291*
Private	$21,570	5,280	3,670	-	-	-	7,500	$38,020
Economic Impact								
Construction Phase								
Jobs[a]	859	201	140	-	37	10,450-10,180*	260	11,947-11,677
Wages (000's)	$11,162	2,614	1,817	-	477	135,855-132,345*	3,375	155,300-151,790
Permanent								
Jobs[b]	-	880	479	-	2	50	42	1,453
Wages (000's)	4,944	8,800	3,595	-	15	650	294	18,298
Retail Sales (000's)	-	-	8,540	-	-	-	-	8,540
Population	1,600	-	-	-	-	-	-	1,600
Tax Revenues Generated (000's)								
City	$1,272	415	289	-	-	-	-	1,976
State	$ 247	509	490	-	.75	32	15	1,293.75
Development in Area Immediately Adjacent to Corridor[c] (000's)								
Total	NA	NA	NA	$80,220	1,468	NA	NA	81,688
Public	NA	NA	NA	80,220	1,468	NA	NA	81,688
Private	NA	NA	NA	NA	NA	NA	NA	NA

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[a] Man-years

[b] Permanent positions

[c] Includes projects within one-half mile on either side of Corridor.

* Indicates range with and without arterial street construction.

JAMAICA PLAIN

Table 6
IMPACT ANALYSIS
SOUTHWEST CORRIDOR DEVELOPMENT POTENTIAL
ARTERIAL STREET-NO ARTERIAL STREET RANGE

Land Use Type / Development Potential	Residential	Industrial	Commercial/ Retail	Institutional	Open Space/ Recreational	Transportation	Other	Total
Land Area								
Square Feet (000's)	515-410	162-288	235-267	0-57	0-240	NA	79-81	991-1,343
Acres	11.8-9.4	3.7-6.6	5.4-6.2	0-1.3	0-5.9	NA	1.8-1.9	22.7-31.3
Developed Space								
Square Feet (000's)	435-340	85-105	90-100	0-55	0-240	NA	79-81	689-921
Dwelling Units	435-340	-	-	-	-	-	-	435-340
Hotel Rooms	-	-	-	-	-	-	-	-
Parking Spaces	-	-	-	-	-	-	226-230	226-230
Investment (000's)								
Total	$17,509-13,685	$1,395-1,733	$3,465-3,850	0-15,000	0-300	90,300-82,500	158-161	112,827-117,229
Public	$ 2,284- 1,785	127- 158	315-350	0-15,000	0-300	90,300-82,500	158-161	93,184-100,254
Private	$15,225-11,900	1,268-1,575	3,150-3,500	-	-	-	-	19,643-16,975
Economic Impact								
Construction Phase								
Jobs[a]	606-474	48-60	120-133	0-519	0-10	3,126-2,856	5	3,905-4,057
Wages (000's)	$ 7,879-6,158	628-780	1,559-1,733	0-6,750	0-135	40,635-37,125	71-72	50,772-52,753
Permanent								
Jobs[b]	-	213-262	354-393	0-50	-	25	-	592-730
Wages (000's)	$ 3,480-2,720	2,130-2,620	2,653-2,947	0-500	-	325	-	8,588-9,112
Retail Sales (000's)	-	-	6,300-7,000	-	-	-	-	6,300-7,000
Population	1,131- 885	-	-	-	-	-	-	1,131-885
Tax Revenues Generated (000's)								
City	$ 899-702	100-124	248-275	-	-	-	-	1,247-1,101
State	$ 174-136	139-172	361-402	0-25	-	16	-	690-751
Development in Area Immediately Adjacent to Corridor[c] (000's)	NA							
Total	NA	NA	NA	$11,350	$305	NA	NA	11,655
Public	NA	NA	NA	$11,350	$305	NA	NA	11,655
Private	NA	NA	NA	NA	NA	NA	NA	NA

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[a] Man-years

[b] Permanent positions

[c] Includes projects within one-half mile on either side of Corridor.

ROSLINDALE

Table 7

IMPACT ANALYSIS
SOUTHWEST CORRIDOR DEVELOPMENT POTENTIAL

Development Potential \ Land Use Type	Residential	Industrial	Commercial/ Retail	Institutional	Open Space/ Recreational	Transportation	Other	Total
Land Area								
Square Feet (000's)	464	76	87	109	54	NA	44	834
Acres	10.7	1.8	2.0	2.5	.1.3	NA	1.0	19.3
Developed Space								
Square Feet (000's)	153	25	18	15	54	NA	44	309
Dwelling Units	153	-	-	-	-	-	-	153
Hotel Rooms	-	-	-	-	-	-	-	-
Parking Spaces	-	-	-	-	-	-	125	125
Investment (000's)								
Total	$5,675	$413	$693	$1,800	$68	$35,552	$88	$44,389
Public	$ 740	38	63	1,800	68	35,552	88	38,349
Private	$4,935	375	630	-	-	-	-	5,940
Economic Impact								
Construction Phase								
Jobs[a]	198	14	24	62	2	331	3	634
Wages (000's)	$2,554	186	312	810	31	4,307	40	8,239
Permanent								
Jobs[b]	-	63	71	10	2	12	2	160
Wages (000's)	$1,224	630	530	80	15	156	15	2,650
Retail Sales (000's)	-	-	$1,260	-	-	-	-	1,260
Population	300	-	-	-	-	-	-	-
Tax Revenues Generated (000's)								
City	$ 291	30	50	-	-	-	-	371
State	$ 61	48	72	4	1	7	1	194
Development in Area Immediately Adjacent to Corridor[c] (000's)								
Total	NA	NA	NA	14,400	340	NA	NA	14,740
Public	NA	NA	NA	14,400	340	NA	NA	14,740
Private	NA	NA	NA	NA	NA	NA	NA	NA

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[a] Man-years

[b] Permanent positions

[c] Includes projects within one-half mile on either side of Corridor

HYDE PARK

Table 8
IMPACT ANALYSIS
SOUTHWEST CORRIDOR DEVELOPMENT POTENTIAL

Land Use Type / Development Potential	Residential	Industrial	Commercial/ Retail	Institutional	Open Space/ Recreational	Transportation	Other	Total
Land Area								
Square Feet (000's)	170	54	65	-	-	NA	-	289
Acres	3.9	1.2	1.5	-	-	NA	-	6.6
Developed Space								
Square Feet (000's)	100	25	20	-	-	NA	-	145
Dwelling Units	100	-	-	-	-	-	-	100
Hotel Rooms	-	-	-	-	-	-	-	-
Parking Spaces	-	-	-	-	-	-	-	-
Investment (000's)								
Total	$4,025	413	770	-	-	35,552	-	40,760
Public	$ 525	38	70	-	-	35,552	-	36,185
Private	$3,550	375	700	-	-	-	-	4,575
Economic Impact								
Construction Phase								
Jobs[a]	140	14	27	-	-	331	-	511
Wages (000's)	$1,811	186	346	-	-	4,307	-	6,650
Permanent								
Jobs[b]	-	62	78	-	-	13	-	153
Wages (000's)	$ 800	620	590	-	-	169	-	2,179
Retail Sales (000's)	-	-	1,400	-	-	-	-	1,400
Population	150	-	-	-	-	-	-	150
Tax Revenues Generated (000's)								
City	$ 207	29	55	-	-	-	-	291
State	$ 40	48	81	-	-	8	-	177
Development in Area Immediately Adjacent to Corridor[c] (000's)								
Total	NA	NA	NA	6,150	352	NA	NA	6,502
Public	NA	NA	NA	6,150	352	NA	NA	6,502
Private	NA	NA	NA	NA	NA	NA	NA	NA

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[a] Man-years

[b] Permanent positions

[c] Includes projects within one-half mile on either side of Corridor